

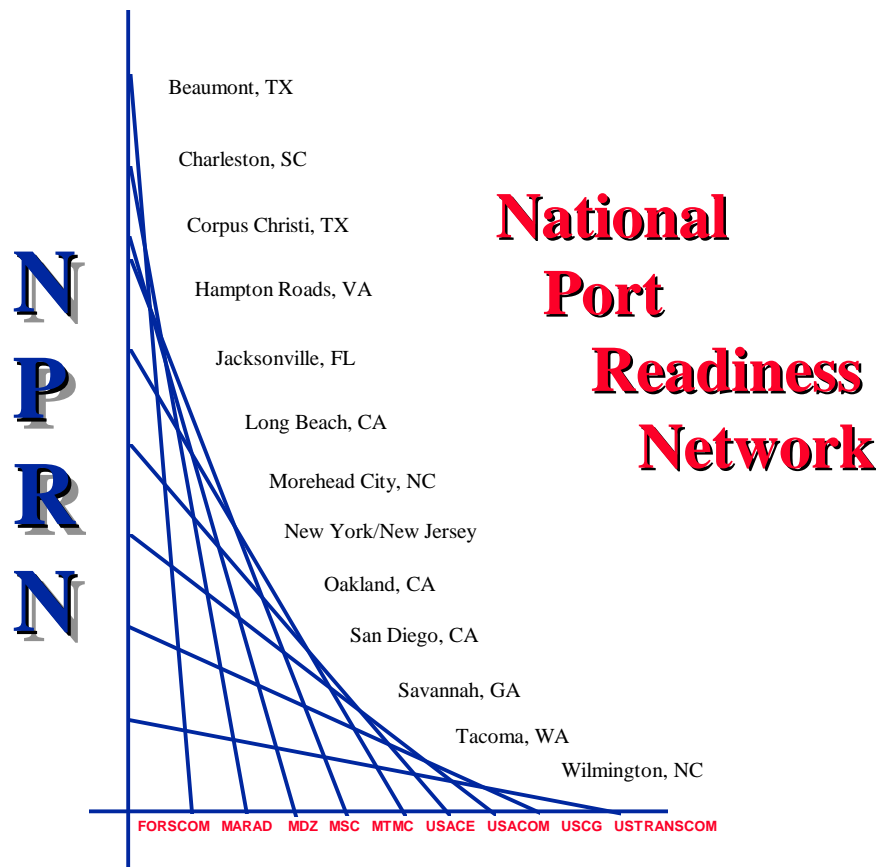
# LINKAGES

VOL. III, NO. 1

The National Port Readiness Network

April 1998

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# **The National Port Readiness Steering Group**

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## **Members**

Maritime Administration		Maritime Defense Zone	U.S. Army Corps of Engineers	U.S. Coast Guard
U.S. Atlantic Command	U.S. Forces Command	U.S. Transportation Command	Military Sealift Command	Military Traffic Management Command

From: Chairperson, National Port Readiness Network Steering Group  
To: National Port Readiness Network Members

Subject: LINKAGES

In 1997 the National Port Readiness Network made progress in improving the readiness of the defense strategic sea ports to support the deployment of the military. The Steering Group thanks NPRN members for their contributions.

LINKAGES is one means by which we may keep you informed on NPRN initiatives and events that affect the port community locally and nationally. We Steering Group members encourage you to use this information in your port readiness planning, and to offer feedback on how we may improve this publication to make it more beneficial to you and to those with whom you share LINKAGES. Also, please be sure to visit our NPRN web site at <http://marad.dot.gov/nprn>.

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Margaret D. Blum

## State of the Port Reports

By LCDR John Weber  
United States Coast Guard

State of the Port Reports are submitted by each Port Readiness Committee annually in February. The following comments summarize the 1997 State of the Port Reports:

### **Port Arthur, TX Port Readiness Committee**

The 834th Transportation Battalion will be conducting 15 separate exercises throughout the year with various commands. From 21-24 MAR 98, the battalion will host a combination of Sealift Emergency Deployment Readiness Exercise (SEDRE), convoy and fly-away exercise (JRTC), and Logistics Over the Shore (LOTS) exercise at the port of Beaumont. Participating commands include the USA, USN, TRANSCOM, MSC, USCG, and the local port authorities.

In the Port of Beaumont, the Continental Grain Site will be renovated to increase capacity and flow rate, and the Harbor Island Berth will be extended 800 ft during 1998-1999. The Port of Orange completed the widening of the berthing slip from 200 ft to 360 ft, as well as the removal of eight condemned Navy piers, with which they were aided by the Army Corps of Engineers. Port Arthur will expand its berthing capacity from 1200 ft to 3000 ft during 1999. The Port of Lake Charles currently is constructing a new \$60 million bagging facility at Contraband Bayou. This facility will house a 150,000 sq ft warehouse and 1000 ft berth.

MARAD Ready Reserve Fleet vessels are at their highest level of readiness in years due to an in-fleet inspection program. The fleet in the Port Arthur area now numbers 20 vessels since the reassignment of the S/S MOUNT WASHINGTON to the port of Houston.

A memorandum of understanding (MOU) was finished and signed by all committee members outlining areas of jurisdiction and responsibilities among members during a military deployment through the port.

The S/S CAPE VINCENT was successfully used in marine fire-fighting exercise involving MTMC, MARAD, USCG, local port authorities, and local fire departments. It provided federal, state, and local agencies "hands-on" fire-fighting training on a merchant vessel and attained local media interest.

**Needs and vulnerabilities:** The PRC believes that the 400 ft Sabine-Neches channel is too narrow; the channel needs to be widened. An agreed upon passing point in the channel may be the least expensive solution. Traffic is limited to daylight transit only (deep-draft tankships), one-way traffic (deep-draft vessels) with limited tug and pilot availability.

## **Charleston, SC Port Readiness Committee**

Charleston held its semi-annual PRX on 05 June 1997, involving eight government agencies and military branches in successful discussions of outload logistics and security. The PRC identified two needs as a result of this exercise:

- The need for a National Shipping Authority Service Priority Order. Commercial port facilities in Charleston currently are operating at full capacity. The additional cargo associated with an emergency military outload operation would likely require rescheduling civilian cargo at the port. The PRC desires clarification of the process for obtaining a Priority Order that would provide the legal authority to prioritize and reschedule civilian cargo.
- Insufficient physical security forces. The PRC anticipates that the two local U.S. army military security units will be detailed elsewhere during a national military contingency. This will leave a gap in shoreside security personnel trained in counter-terrorism and counter-espionage techniques. Port and local police will likely be inadequate to provide sustained security for outload operations. The PRC recommends that a comprehensive security study be completed for the AOR of the MTMC 595<sup>th</sup> Transportation Terminal Group, from North Carolina to Louisiana.

The next exercise will be a MSC EASTERN READY TTX from 14-18 May 1998.

Five 5-day callup RRF ships are now homeported in Charleston. The Charleston PRC reports that simultaneous activation of all five RRF ships would overwhelm the assigned Coast Guard marine inspection resources. Temporary assignment of additional marine inspectors would be required. The Charleston PRC also notes that the local MTMC command covers the entire southeastern U.S. and recommends a joint PRX encompassing all strategic ports within the MTMC commander's area of responsibility.

## **Corpus Christi, TX Port Readiness Committee**

Corpus Christi was designated as a new strategic port in December 1997 to replace Galveston as a Gulf strategic seaport. Corpus Christi held a loadout exercise on 20 June 1997 in conjunction with the arrival of the German military vessel M/V GERMANIA. The exercise provided an opportunity to update explosive loading supervision procedures and to examine waterways management issues. On 30 January 1998, the Coast Guard, FBI, Navy EOD, Port of Corpus Christi, Corpus Christi Police Department, and the Refinery Terminal Fire Company teamed up for TTX THREAT 98. The exercise was designed to test a multi-agency response to a maritime terrorist incident, which in this case was a simulated bomb threat on a commercial tankship in the port.

**Needs and vulnerabilities:** In addition to concerns about the availability of adequate port security assets to support an outload, Corpus Christi identified a need for compatible communications between DOD and USCG forces.

The Corpus Christi PRC would like to see greater national level policy guidance in port readiness.

In particular, the committee believes that the NPRN needs to provide more "top down" influence to standardize the conduct of Port Readiness Committees throughout the nation.

### **Hampton Roads, VA Port Readiness Committee**

The HRPRC is meeting semi-annually. Agenda topics for coming meetings include PRX lessons learned, implementation of a joint command structure during military outloads, identification of a joint operations center, and alternative staging areas.

Hampton Roads conducted its biennial PRX in October 1997. Over 50 participants from 18 agencies participated in this year's exercise. As a result, exercise play was realistic and extremely beneficial to all participants. Lessons learned from the exercise will be discussed at the April 1998 PRC meeting.

Mr. L. Frank Mach of MARAD conducted the annual Port Readiness Assessment in conjunction with PRX 97.

### **Jacksonville, FL Port Readiness Committee**

The Jacksonville Port Readiness Committee scheduled a PRX at the MTMC compound on Blount Island Terminal on 13 March 1998 in conjunction with a Sealift Emergency Deployment Readiness Exercise (SEDRE). During the SEDRE, approximately 300 helicopters, 3480 vehicles, 2111 trailers, and 646 containers deploy in up to 11 ships in a six-week period. The one-day PRX was to take the form of tabletop discussions of responses to various scenarios, set against the backdrop of the actual equipment loadout.

All JPRC member agencies initiated work on a consolidated Port Support Book. Each agency is developing a separate annex detailing their capabilities, limitations, and organizational structure. The completed Port Support Book will serve as a handbook for the Port Readiness Committee.

MARAD and the JPRC completed the semi-annual Port Readiness Review on 22 September 1998.

The Maritime Prepositioning Ship (MPS) schedule for 1997 involved nine download and eight backload operations at Blount Island Terminal.

### **Los Angeles/Long Beach, CA Port Readiness Committee**

The LA/LB PRC did not hold a meeting in 1997. The next PRC meeting will be in May or June to discuss the present state of the PRC and determine how to strengthen cooperative efforts within the port community. Additionally, the PRC will discuss the scope of the 1998 PRX, which will be held in September/October.

**Needs and vulnerabilities:** The primary areas of concern continue to be controlled access to secure areas by unauthorized personnel and the lack of an inter-agency frequency-compatible communication system.

## **New York/New Jersey Port Readiness Committee**

Report not received before publishing deadline.

## **Northern California Port Readiness Committee (San Francisco, Oakland, CA)**

The PRC met four times during 1997, with excellent participation. PRX 97 was successfully conducted on 9 and 10 September at Coast Guard Island with 38 members participating in the exercise. Twelve Joint Uniform Lessons Learned were submitted to the National Port Readiness Network. The next exercise, PORT SECURITY DRILL OAKLAND 98, will be held on 12-13 September 1998. This drill will focus on training boat crews in defensive boat tactics and improving command, control, and communications in security operations.

PRX 97 pointed out two major areas of concern that will be addressed in future planning and discussion arenas.

- Labor availability is expected to be a key constraint affecting the deployment of military equipment and cargo in a major outload. The commercial cargo shift to containerization has resulted in a downsizing of the labor force qualified to handle break-bulk and roll-on/roll-off cargo. This issue merits National Port Readiness Network attention.
- The effects of Base Realignment and Closure (BRAC) are still being felt in the San Francisco Bay area. Many military units with vital ties to the port security process are being deactivated, downsized, or moving. The PRC will continue to adapt to these changes and report their impact on military outload operations.

During the past year, the Northern California PRC also heard several presentations regarding port readiness and updated waterside security plans for Oakland and Concord.

## **San Diego, CA Port Readiness Committee**

With San Diego recently designated as a strategic outload port, the PRC has been busy preparing a local Port Readiness Memorandum of Understanding (MOU). Representatives from 10 agencies signed the MOU which was completed in July 1997. During the summer, the San Diego PRC participated in a harbor defense exercise, CONUS Focus Lens 97. This exercise simulated overseas inload/outload and harbor defense operations. Observations from the Focus Lens exercise will be incorporated into San Diego's scheduled 1998 port readiness exercise (PRX). In developing a port outload OPLAN, the San

Diego PRC also notes that the Port Planning Order signed with the San Diego Unified Port District does not address port tenants. In the absence of an agreement with the port tenants, increasing commercial activity at the port may result in a conflict between the port, tenants, and MTMC in cases of non-emergency military use of the port.

## **Savannah, GA Port Readiness Committee**

The Savannah PRC participated in a Sealift Emergency Deployment Readiness Exercise (SEDRE) from 9 – 14 January involving the loading elements of the U. S. Army's 3<sup>rd</sup> Infantry Division (Mechanized) onto the USNS REGULUS. The SEDRE involved enforcement of a security zone during the loading of military cargo. Savannah also conducted a joint Port Readiness Exercise (PRX) during OPERATION BRIGHT STAR on 19 September 1997. BRIGHT STAR involved the loading of approximately 2700 pieces of military equipment aboard three MSC ships bound for Egypt. Exercises for 1998 await development of MTMC's 1998 deployment schedule.

Recent accomplishments include:

- Development of a Port Readiness Scenario Tasking Summary for Heavy Weather/Hurricanes during military exercises and national contingency operations.
- Completion of the MARAD semi-annual Port Readiness Reviews on 5 March 1998 and 22 September 1998. As a result of the September review the Port Planning Order (PPO) was revised from 2 berths at GPA and 1 at Ocean Terminal to 3 berths at GPA.

### **Needs and vulnerabilities:**

As a follow-up to the latest Enhanced Port Readiness Assessment Report, MTMC needs to work with Georgia Ports Authority to evaluate minimum to maximum port capacity needs based on the revised PPO.

Net port explosive limits and ammunition loading need to be evaluated. These issues will be discussed at the next PRC meeting.

The USCG has initiated shipboard fire-fighting familiarization/training. Local fire-fighting units have limited training/knowledge of shipboard fire fighting and orientation.

## **Pacific Northwest Port Readiness Committee (Seattle, WA)**

EASTERN STAR 98 was a Port Readiness Exercise held in January 1998. The exercise was designed to test and evaluate existing plans, procedures, systems, and interactions during a major military loadout. Upcoming exercises include NORTHERN EDGE 98 (FEB/MAR), which tests sealift of USNR and AF National Guard units to Alaska; and TURBO CADS 98, which tests movement of containerized munitions from CONUS to Japan.

The PRC is currently rewriting its PRC Handbook, while the 833rd Army Transportation

Battalion is developing a new document to accompany the MTMC Surface Distribution Plan which will improve identification of needed equipment and personnel during cargo outloads.

The Port of Tacoma will gain a new 2,000-foot berth at the Hyundai terminal by January, 1999, and plans to dredge the Blair waterway to 50 feet. MSCO Seattle recently completed a manpower reduction from eight to three personnel. This was in conjunction with the BRAC 95 plans to relocate MSC Pacific from Oakland to San Diego, CA.

**Needs and vulnerabilities:** The PRC identifies a continuing need for member organizations to be trained in HAZMAT cargo handling and packaging, Unified Command, and bomb threat/emergency responses during military outload operations.

## **Wilmington and Morehead City, NC Port Readiness Committee**

Wilmington will participate in two joint exercises during the coming year: CALL FORWARD 98 on 22 April 1998, and EASTERN READY 98 from 12-17 May 1998. The PRC completed its semi-annual PRX in conjunction with MSC EASTERN READY 97.

The Wilmington PRC recently completed its Handbook which contains historic PRC information and member responsibilities. The handbook will be used to bring new PRC members up to speed quickly. The committee also adopted a vision statement and a set of goals for 1998.

Among other activities:

- The Navy Criminal Investigative Service recently completed a physical security survey for the port of Wilmington. Results will be used to improve security at facilities during deployment operations.
- MSC 107 reviewed the Wilmington Port Mobilization Master Plan (PMMP), which will be revised in 1998.
- The Wilmington COTP, CO MOTSU, and NC State Port Authority signed a Memorandum of Understanding for the safe loading of military explosives at Wilmington State Port Authority.

In addition, PRC members hosted several briefings and training directed toward improving port readiness.

## **Hawaii Port Readiness Committee**

The Hawaii PRC held one meeting in August. During the meeting MTMC and MSC provided briefings on their organizations. MTMC Pacific provided a briefing on their mission, history, command organizations and locations. MSC provided a briefing on the Focus Deployment Sealift Program Management, the Fast Sealift Ships (FSS), the Ready Reserve Fleet (RRF), and the Large Military Sealift Reserve (LMSR). The Hawaii PRC has scheduled two meetings for 1998, to be held in April and October.



## **Port Facility Conveyance Program**

By Mr. Bill Aird  
Maritime Administration

The Maritime Administration (MARAD), an agency within the U.S. Department of Transportation, administers a public benefit conveyance program that transfers surplus Federal real property to state/local public entities for the development and operation of port facilities. The purpose of the program is to create jobs, revitalize local economies, and increase maritime port capacity to meet the nation's commerce and defense needs. Conveyances are at no monetary consideration provided the property is used and maintained in perpetuity as a port facility.

Generally, surplus Federal real property is available through the General Services Administration (GSA) or a Military Department in the case of base closure property. The disposal process varies depending on whether the disposal agency is GSA or a Military Department. In either case, MARAD is required to consult with the Departments of Labor and Commerce on serious economic disruption and the economic development plan submitted by an applicant.

MARAD defines "port facility" as both waterfront and inland property which is used or intended for use in developing, transferring, or assisting Maritime commerce and water dependent industries. MARAD determines what qualifies as a "port facility."

Applications are filed with MARAD. If an application is approved, MARAD will request assignment of the property by the disposal agency. Final disposal and assignment decisions are made by the disposal agency. Assignments are made after property meets National Environmental Policy Act and Comprehensive Environmental Response, Compensation and Liability Act requirements. Property assigned to MARAD is transferred by a deed that contains the terms, conditions, and restrictions of the conveyance. MARAD has oversight responsibility after a conveyance.

MARAD has received eight applications since the inception of the program. The highlights of the applications are as follows:

**Port of Benton, Richland, WA** - In September 1996, MARAD conveyed approximately 71 acres of the former Department of Energy Hanford 3000 Area to the port for development into a foreign trade zone and industrial park. The property complements the marine port that is located on the Columbia River.

**Oxnard Harbor District, Port Hueneme, CA** - Approximately 33 acres of the former Naval Civil Engineering Laboratory were conveyed to the port in March 1997. The port is developing the property into cargo staging area, terminal access improvements, and expansion of cold/covered storage facilities.

**Port of Los Angeles, Los Angeles, CA** - The application to convey approximately 26 acres of the former Long Beach Naval Station located in the City of Los Angeles has been tentatively approved. The principal use of the property is to provide rail access and a Seaside Avenue/Navy Way grade separation for cargo terminals on Terminal Island (Pier 300 and 400) and the dry bulk terminal.

**Rhode Island Economic Development Corporation, North Kingstown, RI** - The application and requested assignment of approximately 259 acres of property located at the former Naval Construction Battalion Center in North Kingstown, RI, has been approved. The property will be used for industrial and maritime/pier support activities.

**Port of Long Beach, Long Beach, CA** - Two applications are under review by MARAD. The port is interested in acquiring the former Long Beach Naval Station including the Navy mole. The port and the community are evaluating re-use alternatives.

**Port of Stockton, Stockton, CA** - The port has requested conveyance of approximately 1,450 acres known as “Rough and Ready Island” for development into a commercial port facility using existing warehouses and facilities. The property is adjacent to the current port.

**Village of Harrisonburg, Harrisonburg, LA** - The village has requested conveyance of the former Harrisonburg Lock and Dam No. 2 for development into a port facility. The property is located on the Ouachita River.

## **U.S. Army Corps of Engineers Update**

By Mr. Bill Irwin  
U.S. Army Corps of Engineers

**Navigation:** The U.S. Army Corps of Engineers is responsible for approximately 25,000 miles of commercially navigable channels and maintains 926 shallow and deep (greater than 14 feet) draft harbors. About 260 million cubic yards of material are dredged each year. This quantity is equal to 26 million 10-yard dump trucks full of material. The National Port Readiness Network provides one conduit for responding to urgent dredging requests and for sharing information concerning dredging operations at strategic ports.

## **Relocation and Renaming of the 1302nd Major Port Command**

By Mr. Robert Bellamy  
596th Transportation Terminal Group

In 1995 the Congress voted to accept a proposal to close the Oakland Army Base under the Base Realignment and Closure (BRAC) process. Consequently the 1302nd Major Port Command needed to relocate, after a tenure in the same locale of over half a century. The 1302nd recommended relocation to become a tenant of the Naval Weapons Station Concord, 27 miles from the Oakland Army Base. The Department of the Army accepted this recommendation and in April 1997 formally directed relocation to Concord. The command physically moved between 24 September and 2 October 1997. In place of commercial stevedores handling breakbulk cargo at the Oakland Army Base, the command entered into an agreement with the Naval Weapons Station Concord to have the Navy's civil service stevedores handle cargo. On 1 November 1997 a new arrangement began to process container cargo. Previously a contractor at the Oakland Army Base loaded (or "stuffed") freight into containers; while containers imported from overseas were unloaded (or "unstuffed") by civil servants. Under the new arrangement, a contractor in his own warehouse (in Alameda, CA) stuffs and unstuffs cargo, while government personnel monitor and advise the contractor. Cargo handling is proceeding successfully. On 1 October 1997, the command was renamed as the 596th U.S. Army Transportation Terminal Group. This was in accord with a plan to rename all water terminals in MTMC.

## **Cargo Handling Cooperative Program**

By Mr. Bob Bouchard  
Maritime Administration

Since its inception in 1983, the primary goal of the Maritime Administration-sponsored Cargo Handling Cooperative Program (CHCP) has been to increase the productivity of marine freight transportation companies through cargo handling research and development among U.S.-flag ocean carriers. The membership actively pursued innovative cargo handling developments to increase the productivity and cost effectiveness of cargo operations.

The organization undertook research and technology development initiatives that led to international recognition. This included playing a key role in two standards-development efforts for automatic equipment identification. As the leader of one effort, the program organized representatives from all areas of the U.S. transportation industry and government. Drawing on input from maritime, trucking, rail, and air industries, as well as Department of Defense, port authorities, federal and state highway departments, and vendor organizations, program members formulated standard requirements and alternatives for automatic equipment identification.

In the second effort, CHCP collaborated with the technical committees and working groups of the American National Standards Institute and the International Organization for Standardization (ISO) on the establishment of the international standard for automatic equipment identification, and commercial acceptance and implementation of this technology in member terminals. This represents the ultimate success of one of the most ambitious initiatives of the program.

The new focus of the CHCP is industry-driven technology priorities. Our focus is critical to an enhanced integrated transportation system for the movement of international and domestic freight, based on advanced technologies in (1) infrastructure design, (2) seamless international transportation networks, and (3) more efficient communication and information flows.

Initiatives to enhance such a transportation system should be based on a system-level approach to freight transportation from origin to destination. This allows for the development of a framework wherein segments of technologically advanced transportation networks are developed in relation to total system requirements. Key to this concept are advances in water and surface transportation technology and infrastructure requirements, including intermodal transfer points and sub-systems.

On the water side, this will require advances in terminal design and operating systems that complement advances in ship design and operations.

Surface transportation networks, in addition to infrastructure needs, will require the consideration of advances in high-speed freight rail networks, truck/container transport and handling systems, truck-airport interface systems and rail-truck-water interface systems. These transportation networks will require consideration of advances in communication and information systems technology and infrastructure.

### **Strategic Defense Ports Workshop**

by Mr. Al Colvin  
USTRANSCOM

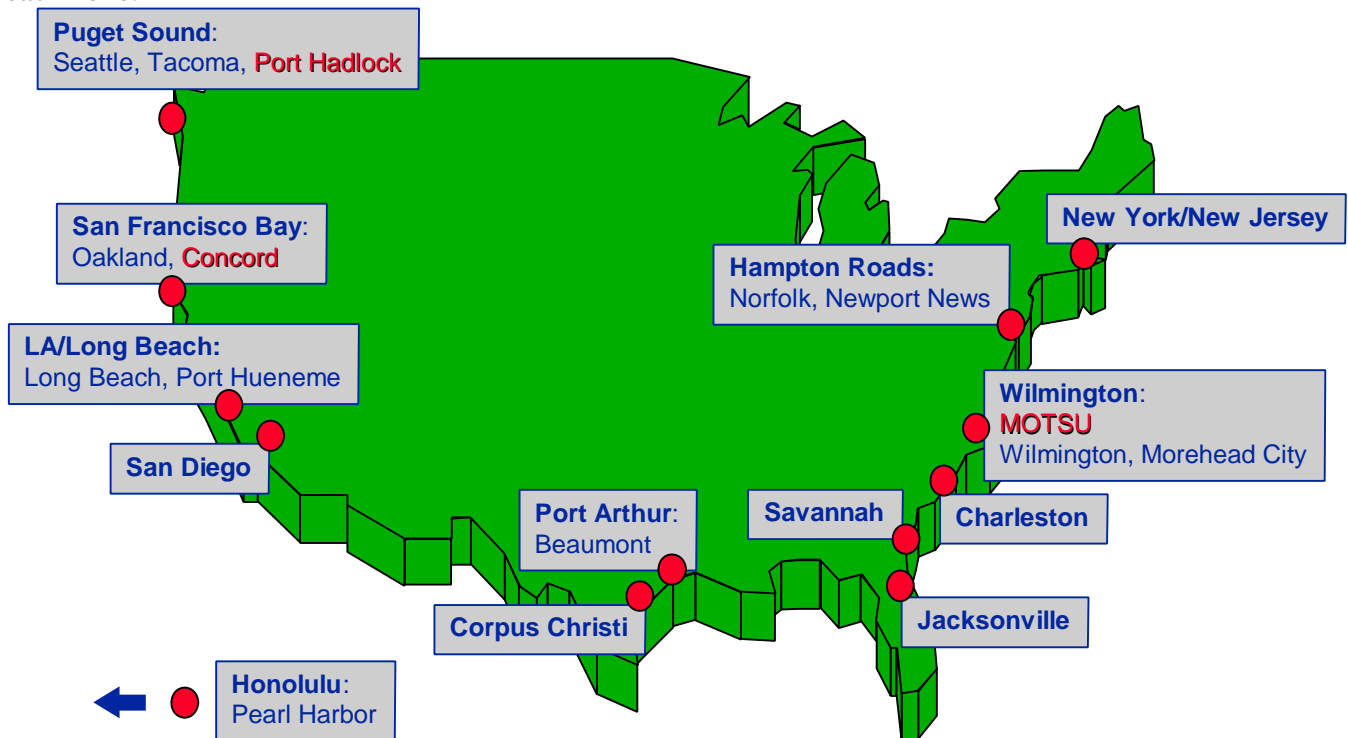
As reported in the previous issue of "Linkages," the previous (and first) Strategic Defense Ports Workshop was held in Washington DC, at the Federal Aviation Administration Building auditorium on 4 and 5 December 1996. The Maritime Administration, the Military Traffic Management Command, and the American Association of Port Authorities jointly sponsored it. Attendees included representatives from government, industry, and academia.

Response to that inaugural workshop overwhelmingly supported conducting another workshop. So, the second workshop will be held at the same location 19 and 20 May 1998. The current agenda includes three workshops on the first day: "Cargo Flow Control from Port Through Port," "Reimbursement for Commercial Port Services," and "Military and Commercial Partnerships." The second day there will be one workshop ("Port Security") followed by a discussion of workshop findings. We plan to report those findings in the next issue of "LINKAGES."

## Strategic Ports

(Extracted from NPRN Memorandum of Understanding Revision Four)

- Strategic ports are U.S. ports designated to support **major force deployments** during the initial surge period under one or more national defense contingency plans. They are selected based on their proximity to deploying units, transportation links to those units, and port characteristics.
- Strategic ports **also include primary military ammunition ports** (Military Ocean Terminal Sunny Point NC, Concord Naval Weapons Station CA, and Port Hadlock WA) whose operations would impact unit deployments due to their proximity to other strategic ports and the nature of their activities during deployment.
- Because normal port operations would be significantly impacted, prior preparation and coordination are essential to maximize port responsiveness and throughput of critical DOD cargo, while simultaneously **mitigating adverse impact on normal port operations**.
- Port Readiness Committees responsible for these ports are mandatory.
- MOU (Annex E) includes a list of alternate ports that could be used for deployment of unit equipment under certain circumstances such as extreme national emergency and damage to primary ports. PRCs located in Non-Strategic ports are not mandatory, but provide an interagency action group to respond collectively to crises. This has proven invaluable for responding to natural disasters.
- The following map illustrates locations of Captain of the Port Zones, with specific strategic seaports in each zone.



## National Port Readiness Network Steering Group

(As of April 1998)

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<b>National Port Readiness Network Steering Group, continued</b>
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<h2 style="text-align: center;">National Port Readiness Network Working Group</h2>
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(As of April 1998)

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